

SECRET
DETACHMENT H

STANDARD OPERATING PROCEDURE

4 August 1970

H-50-12 This SOP supercedes H-50-12 dated 11 October 1963.

MOBILE CONTROL DUTY

- 25X1C
1. PURPOSE: To establish the procedure and responsibilities to be followed when assigned duty as Mobile Control Officer.
 2. SCOPE: The provisions of this SOP are applicable to all pilots who perform duty as Mobile Control Officer.
 3. RESPONSIBILITY: The Directors of Operations [REDACTED] are responsible for assigning pilots for duty as Mobile Control Officer and insuring that mobile is manned during all take-offs and landings. If for any reason the pilot assigned duty is unable to perform, it will be his responsibility to inform the applicable Director of Operations in ample time so that a replacement can be arranged.
- 25X1C
- [REDACTED]

5. PROCEDURES: Mobile Control Officer will:

- a. Whenever possible, attend the mission briefing, and in all cases, be available in the hangar area at least one (1) hour prior to take-off time.
- b. Obtain the Mobile Control Kit from the Operations Office and pick up the flight packet from the Briefing Room. (Check both for completeness.)
- c. Check the mobile control and associated equipment for adequacy and proper operation.
 - (1) Insure that the following items are available:
 - (a) Flight Handbook
 - (b) UHF channelization listing
 - (c) Flashlight, for night operations
 - (d) Field Glasses
 - (e) Fire Extinguisher
 - (f) Flare pistol and an adequate supply of flares.
 - (g) A file of appropriate SOP's.

SECRET

S E C R E T

d. Perform aircraft and cockpit pre-flight IAW timing outlined in SOP H-50-6. Mobile Control will complete preflight checklist up to engine start except HF radio turn on.

e. After pilot loading:

- (1) Monitor the pilot's cockpit check and be available for assistance as required.
- (2) Confirm that the canopy is closed and latched and the seal valves are on. Observe forward and center canopy latches and external indicator.

f. After engine start:

- (1) Confirm that the seat ejection pin is pulled and the tracker is operating, if required.
- (2) Monitor taxi out and check that the area overhead is clear for take-off.
- (3) Monitor runway activity and tower channel until the pagers have been picked up and maintenance has cleared the runway, then inform the tower that runway is clear and switch to tactical frequency.

25X1C

- (4) After verifying contact on tactical frequency, the Mobile Control Officer will return to the hangar and check in with the Director of Operations, [REDACTED] Operations Officer.

g. During the flight:

- (1) To the extent possible during training and maintenance missions, the Mobile Control Officer will be present in the Command Post except when physically manning mobile control. In no instance will the Mobile Control Officer leave the immediate operations area without specific approval of the Director of Operations/ [REDACTED] Operations Officer.

25X1C

- (2) During operational missions, Mobile Control Officer will not be permitted in the Command Post unless specifically granted access by the Director of Operations. He will, however, remain in the immediate vicinity to be available for consultation/advise.

h. During landing phase:


- (1) Be in place with the mobile control vehicle for traffic patterns and landing. Vehicle should be parked on taxiway nearest touch-down point and on side of runway opposite traffic pattern so that entire pattern may be more easily observed. Mobile must be in place prior to entry into traffic pattern, prior to start of GCA final approach or prior to aircraft arrival at TACAN gate as appropriate for type pattern being flown.

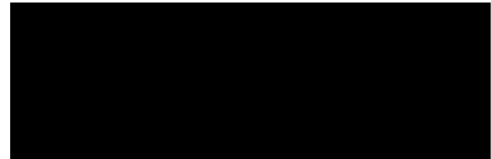
NOTE: For TACAN/ADF or GCA low approaches, wherein the aircraft does not descend below 250 feet or published minimums, whichever is higher, mobile control will not be required to be in place by the runway, however, the mobile controller will maintain a monitor of these approaches via Command Post radio.

S E C R E T

~~SECRET~~

25X1A

- (2) Observe landing pattern approach and touchdown and issue advisories as necessary. Make appropriate entries in the mobile log (as outlined in H-50-1) and return log to  Operations Office.
- (3) After landing is completed, advise the tower when runway is clear, and secure the mobile control vehicle and its contents. Advise Command Post of close-out time via UHF radio ASAP after leaving runway.
- (4) Attend debriefing, whenever possible, and critique the pilot after normal debriefing is completed.



✓ Detachment Commander

25X1A

~~SECRET~~